

Summary of Public Input: “Seat” Bicycle Boulevard

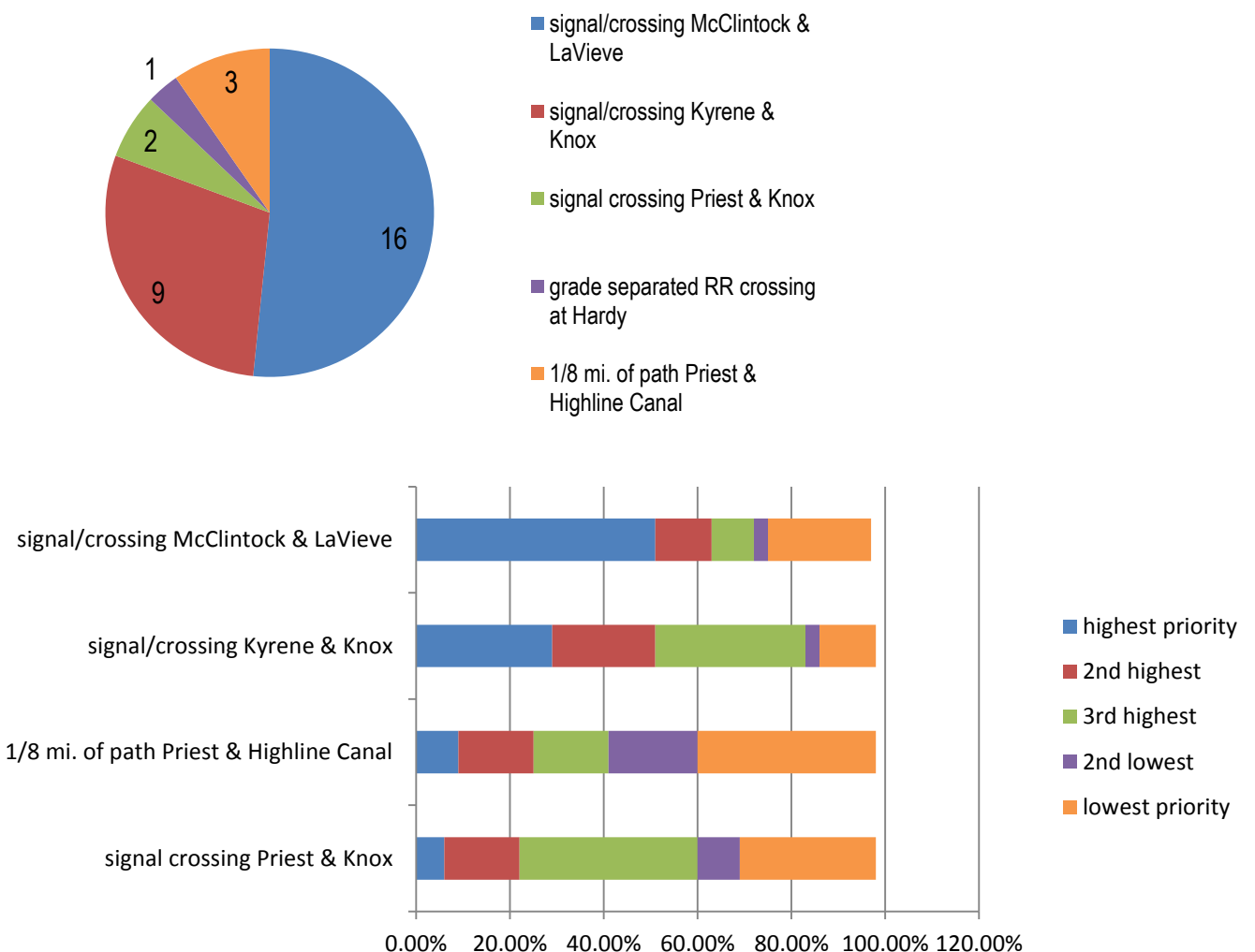
I. Background

II. Online Survey results

Thirty-five people submitted online surveys. Of those commenting on the route, 13 were generally favorable to some type of bicycle amenities, five were opposed to any improvements, and five made comments that were neutral in nature. Those in support of the concept cited the need for wayfinding signage, and a desire for higher level improvements such as additional signals or crossings to enhance connectivity. Those opposed identified Knox/LaVie as a bike boulevard raised concerns with increased bike traffic, safety, and the expending of city funds on the project.

Respondents were also asked to rank five long range improvements for consideration in future capital improvement programs. The chart below represents the priorities of the 31 people who completed this portion of the survey.

Top priority for long range improvements



Pro:

1. I believe that safe crossings of the major streets are a prerequisite to making any improvements on the bike paths.
2. I use the "Seat" Blvd. daily between 101 and Kyrene (except use Warner Ranch Rd to Kyrene not Knox which doesn't go through) It's a good route. I use it to loop S. Tempe via canals and ASU Research Park. Crossing Warner on canal route just east of Kyrene is dangerous. I realize this is not part of the "Seat" Route, but it is closely connected.
3. Thank you for improving connectivity with a range of costs for near and long term improvement! Can the 1/8 of new path between Priest and Highline be part of Highline project? Please consider bike counts before and after along this route. Way finding signage is necessary for visitors and people not familiar with the area. Is it possible to apply for TAP funding for the whole system and multiple signals or multiple routes so it gets some federal money and gets done sooner? Please add multiple bikeways (east/west) in this corridor. Redundancy is good for all modes. Consider getting a GOHS grant for a safety campaign to educate drivers more to pay attention & share the road. And to cyclists to remind them to follow the laws. More outreach on existing cycling skills classes for adults and kids. ASU host LCI classes; Valley Metro Bike Rodeos/partner with other cities.
4. McClintock/LaVieve crossing is very busy at rush hour times- as signal is needed. Signal at Guadalupe on the Handlebars route is also needed.
5. Island on Warner near Dateland to cross onto to canal trail. With this safer crossing it's good all the way north to Bell Rd!!
6. The proposed crossing on McClintock at LaVieve would be great for both Kyrene Del Cielo Elementary School and Corona Del Sol High School.
7. There is a growing younger family community in Alta Mira, and the proposed traffic light at La Vieve and McClintock would benefit the community, both adults and their school age children immensely.
8. Improved lighting would be important. Adding crossings or signals are a great additional and service to community, but keeping us safe is just as important.
9. I have 2 children, ages 7 and 9 who love to ride bikes. We ride down the canal and through the golf course/SRP area to Kiwanis from Warner and Rural. It is always scary trying to cross at streets where there are no signals (such as the wonderful crossing on Elliot and the canal.) Riding up to the wide, busy intersections are no better because of the increased quantity of impatient drivers.
10. Better bike routes would be wonderful and a real improvement to the quality of life in Tempe! The crossing at McClintock and LaVieve would make Alta Mira much more walkable/bikeable by giving safer access to parks and retail. It would also be a huge safety improvement for children walking or biking to Cielo and Corona. If S Fairfield and N Asper were connected, this would benefit families in the entire McClintock/Ray/Warner/101 block. After the McClintock and LaVieve, I would ask the city to consider a better crossing at Warner and the canal. This has no median or light and presents a dangerous game of Frogger during weekday commutes.
11. The residents of south Tempe, particularly families with children, would be best served by installing the crossing light at McClintock and LaVieve as soon as possible - delaying all other candidate improvements if necessary.

12. There needs to be a safe crossing at Kyrene Canal and Warner. High priority!
13. It is great Tempe is improving the bike-ability of our city. I entered 2 addresses because my son bikes daily from his home to a business, both in Tempe. The road is not safe for bicyclists. A start would be more MUPs, street bike paths w/o debris (sweep edges / lanes more often, ensure lanes drain), more clear delineation / signage. Cars don't see bikes, cross through the lane, get too close and cut bicyclists off. Looking forward to a safer ride.

How can a Bike Boulevard system in south Tempe provide the most benefit? A significant problem that exists in south Tempe is vehicle traffic shuttling kids to elementary and middle schools making it unpleasant for kids to walk or bike to school. Improving this problem should be the primary focus of the Bike Boulevard system in south Tempe. The Knox Road bike route as well as most of the other proposed bike boulevards in south Tempe are well situated to improve safe routes to school for elementary and middle school children. They run directly adjacent to all but one elementary and middle school in the southern part of the city. The bike boulevard system would be moderately successful if a 4th grader can ride a mile to school unaccompanied along a bike boulevard route. It would be a complete success if a 4th grader can accompany their 2nd grade sibling to school along a bike boulevard route. To be usable by older elementary age children, the routes need to be safe, without gaps, and have sufficient safety margin for user error.

The biggest safety gaps in this route are the major road crossings at McClintock and Kyrene. They need to have either Hybrid Beacons or traditional traffic signals. An uncontrolled marked or unmarked crosswalk is not sufficiently safe for a child to use unassisted. Research has shown that uncontrolled marked crosswalks are actually less safe than having no crosswalk at all. You can't depend on drivers yielding to walkers at marked or unmarked crosswalks. And you can depend on walkers' judgement to safely navigate a crossing when they are crossing at least 4 lanes of traffic with vehicles travelling 50mph. The areas in the route with the largest safety gaps are the road crossings. The areas in the route with the least margin for error are the road crossings. Make the road crossings as safe as the rest of the route and you will have a usable bike boulevard.

Engineer the bike boulevard route for safety. Do not put a traffic signal or hybrid beacon at the northern most intersection of Knox and Kyrene. Doing so will only encourage the interaction between bikers, walkers, and large trucks. Even having a hybrid beacon, only activated by pedestrians, will encourage large trucks to exit the industrial area on to Kyrene, due to the break in traffic that the activated hybrid beacon would provide. Put a hybrid beacon at the southernmost intersection of Knox and Kyrene. A hybrid beacon would disrupt traffic flow on Kyrene less as compared to a traditional traffic signal. With a beacon at the southernmost intersection, the alley to the west (that is in the city of Chandler) could still be used by users to continue west along the bike boulevard. Just because the alley does not have a paved sidewalk, it doesn't mean that the efficient route that the alley provides wouldn't be used. School district open enrollment increases the number of kids being driven from outside a school's attendance boundary to a given school. With school commuters (kids and their chauffeur parents), unlike private business commuters, you know exactly where they live, where they're going, and when they're going.

The city should target improvements in the bike boulevard network to where there are the most potential student users that would use that particular link in the network. The city should work with the school district and particular schools to provide an example that private vehicle congestion at a school can be reduced. It might be worth the school district rethinking their bus pickup routes for kids living nearby particular schools, but still outside a school's attendance boundary, in order to increase bus ridership. Bike boulevards can be part of a more comprehensive solution to fixing the traffic problems at our schools each morning. Be partners with the school districts on a comprehensive solution to school traffic congestion.

Con:

14. I have a concern with regard to bike traffic proposed east from Kyrene down to Knox to cut through between Duskfire and Warner Ranch. The cut through is way too small for safe multi-use foot & bike traffic. Further bike traffic at Knox & Kyrene is dangerous. Bike go against traffic more times than not. Also a light, in my opinion at Warner Ranch Drive might be better for both vehicles and the cut through route between Duskfire and Warner Ranch Drive.
15. I live on La Vieve Land and I absolutely do not want this bicycle route going down my residential street. This invites people into my neighborhood who do not live here. There are also safety issues with so many driveways on a bicycle route. Also the route brings people near the elementary school who normally would not know it is there. The bike route needs to go down Warner road, not La Vieve and Knox. Don't spend the money on bike paths. The city needs to be frugal with their money.
16. Not needed at this time. Money should be spent elsewhere. There is a bike path on Warner Road. There is no need to disrupt this quiet Corona del Sol neighborhood. I have lived on this street for 33 years. Please DO NOT RUIN MY STREET!! I oppose this bike boulevard.
17. There is a bike path on Warner Road. You will ruin the solitude of La Vieve Lane by routing bikes down my street. I have lived on this street for 33 years. If you do this we will not be able to park on our street! I oppose this bike path.
18. My concern pertains to the route that runs North of Corona Del Sol High School along Knox Road. East of CDS High School the route is supposed to turn north, along Lakeshore Drive, to LaVieve and then turn east to McClintock. We live on Caroline Lane, between Lakeshore & Juniper. Bike riders have similar habits as drivers and we believe there is a strong chance that they will take a short-cut (just cut through) on Caroline Lane to Juniper and then up to LaVieve. We have enough problems now with drivers who live along Lakeshore who cut through on Caroline Lane to Juniper and drive over the speed limit. Very dangerous for everyone, including children. We believe that, in part, it's due to "their" higher speed bumps along Lakeshore. My point is that we believe the bike riders will cut through also, thus creating added "traffic". Why not just go down Knox to Juniper and then North to LaVieve? Why "zip-zag" up Lakeshore and then East to McClintock. Bottom line, as residents on this part of Caroline Lane, we are tired of all of the traffic, whether it be cars or bikes. Please reconsider. Thank you.

Neutral:

19. Please put bike curbing on Caroline between Circle G and Alta Mira. Bicyclists use our driveway to go from the path to the street. In order to do this, they must swerve from a straight to the left and then down. It would also make the walkway more handicap accessible. Thank you.
20. Please be sure to have maintenance \$ set aside for maintenance of street painting and or median additions
21. The corner of so lakeshore Dr. & Knox is very high volume due to drop off & pick up of elementary school children at Kyrene de Cielo School, (backfield gate). There are no crosswalks, Knox deadends west of Lakeshore, so cars make wide U turns in very poor visibility area. Please review this area closely for safety of school children and bikers. Many parents drop Corona del Sol High School children off at this deadend to avoid congestion at Rural and Knox. Because of the curvature of the street (Knox to the deadend just west of lakeshore) visibility is very low.
22. The light should not be at McClintock & La Vieve. It should be at the MAIN entrance on Caroline!!!!

23. I would hate to see a signal crossing treatment at McClintock & La Vieve. I think it is much too close the intersection and in addition it will make it extremely difficult for the people who live on the street to get in and out of the neighborhood with the light working against them all the time.

III. Comments emailed via website

June 4, 2015 - Email from Gerald Anderson

I strongly object to this bike path on our street or in our neighborhood.

June 4, 2015 – Email from Patricia Anderson

I absolutely do not want this on our street! We bought our home because it was in a nice quiet neighborhood. This will lower the value of our home besides making it difficult for our large family to park on the street in front of our home. Please do not ruin our neighborhood!

May 31, 2015 - Email from R. Forrest

We were unable to send this feedback on the city's bike website.

We live near the east corner of La Vieve and McClintock. This feedback concerns the "Seat" bike system disruption that you intend to impose on this quiet residential neighborhood. There are some factors you may have overlooked in your "plan":

1. La Vieve east of McClintock has many speed bumps, and is only about 30 feet wide excluding the storm-drain gutters. When cars are parked on both sides of La Vieve, it is only about 18 feet wide. This is too narrow to allow moving traffic in both directions and still support your bike lanes.
2. McClintock is a busy and crowded high-speed main thoroughfare which backs up northbound during morning rush hour from Warner to well south of La Vieve. There are already three traffic lights between Ray and Warner. Now your disruptive "plan" will add a fourth light to cause even more problems.
3. La Vieve on the west side of McClintock only has one sidewalk and no gutters, and therefore is 5 feet wider than the road on the east side. In view of the huge disruption your "plan" will cause on the east side with no benefit to anyone, if your planners still intend to push this idea, perhaps the paths should end at McClintock. (Or just scrap the whole terrible idea and spend our tax money on something else like reducing water rates.)
4. We assume that this level of neighborhood destruction is easy to plan when it only affects total strangers. We can assure you that the safety issues, lack of room, and loss of neighborhood character that your "Seat" plan could cause to this neighborhood are not inconsequential.
5. We emphatically state: WE OBJECT TO THIS DESTRUCTIVE, ILL-CONCEIVED "SEAT" PLAN.

June 01, 2015 – Email from Trudy Carlson

I am against this bike route on LaVieve and Knox. I am also against the city imposing traffic signals that favor bicycles over cars. I say NO to the SEAT Bicycle Blvd in our neighborhood!

IV. Summary of phone calls received

June 4, 2014- David LoCascio

Mr. Locascio lives in Corona del Sol Estates on LaVieve and called to express that while he received notice that his neighborhood was asked to provide input regarding the design elements of the "Seat" bike boulevard he thought residents of the neighborhood should more importantly be allowed to give input as to whether the route be placed on their streets. He strongly objects to LaVieve and Knox being designated as a bike route due to concerns re nonresidents using the route and the awareness this would bring to the elementary school causing a safety issue for the children attending Kyrene del Cielo.

June 1, 2015- Celeste Reeve

Ms. Reeve is a new resident that moved onto LaVieve and she called to find out more information regarding the "Seat" route and to voice her objection to signage or painted lanes on her street.

May 31, 2015 – Gerald Anderson

Mr. Anderson voiced his strong objections to the "Seat" route being located on his street (LaVieve) due to the increased bike traffic he believes it will cause. He also stated that he believed the closure of Knox east of Corona del Sol High School was never necessary and that all that was needed was speed bumps to slow traffic.